SAFE STREETS AND ROADS FOR ALL
Implementation Grant Application

MARICAMP ROAD
Multimodal Safety and Access Management
IMPROVEMENTS

Marion County, FL
United States Department of Transportation
Funding Opportunity Number: DOT-OST-2024-01

May 2024

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Overview

Marion County, Florida, requests $19,020,640 in Safe Streets and Roads for All (SS4A) grant funding for a rural project totaling $23,775,800 in cost. This funding will enable the implementation of the ***Maricamp Road Multimodal Safety and Access Management Improvements*** project (the "project"). This project has been strategically selected under the Ocala Marion Transportation Planning Organization's Commitment to Zero Action Plan (CZAP), adopted in November 2022 and amended in June 2023.

The CZAP asserts that Marion County's 2020 fatality rate was 46% higher than the state's rate and 70% higher than the U.S. rate. Marion County's most frequent fatal crash types identified in the CZAP included angle/left turn, run-off-road, and pedestrian/bicycle. Crash types that most frequently resulted in serious injuries included angle/left turn, rear-end, run-off-road, pedestrian/bicycle, and rollover crashes. ***The 2017-2021 FARS data demonstrated the County suffered 462 fatalities, equating to a fatality rate of 25.7 per 100,000 population***. The County is committed to a Safe System Approach, and the CZAP categorizes recommended actions and strategies within the five components of a Safe System Approach. Even in its Vision Statement, Marion County's 2022-2026 Administrative Strategic Plan recognizes the importance of cultivating a "safe and well-planned community with a thriving economy that supports a high quality of life where family matters."

Marion County (the "County") is governed by a five-member Board of County Commissioners (BOCC), elected by the citizens of the County for four-year terms to serve as the legislative and policy-making body for the County. The County Administrator manages day-to-day operations. The County provides a wide range of services to its residents and is committed to improving multimodal connectivity, safety, and the quality of life of its citizens.

Location

Marion County is the fifth-largest County in Florida by land size and part of the North Central Florida region. The CZAP identified the County's High Injury Network (HIN) (page 16) equated to 2.9% of the County's centerline roadway miles but experienced 41% of the total fatal and serious injury crashes and 33% of the fatal crashes alone. For the purposes of this project, the County intends to focus on one of the roadways on the High Injury Network: Maricamp Road, which is located in unincorporated Marion County and qualifies as ***rural***. Maricamp Road is identified as part of the HIN for most of its length, ending at approximately Emerald Road. The project will include Maricamp Road from SE 58th Avenue/State Road 35 south to SE 108th Terrace, an approximately 9-mile ***rural*** segment. This segment extends beyond what was identified on the HIN at the time of its adoption. Recent analysis, using 2019-2023 historical crash data from *Signal4 Analytics*, demonstrates the overall safety concerns of the 9-mile segment from SE 58th Avenue/State Road 35 south to SE 108th Terrace. Details of this crash analysis are available in Criterion #1.

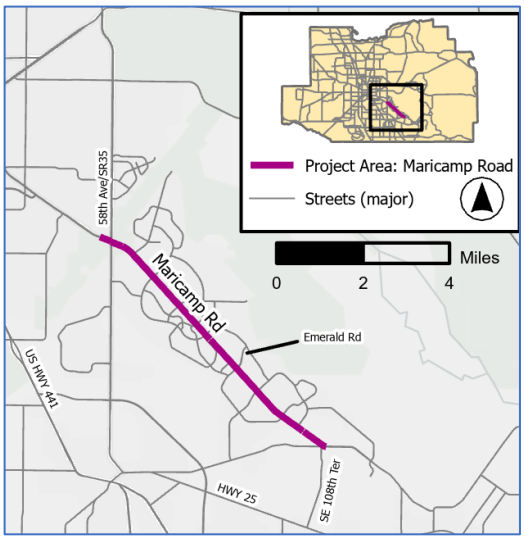


Figure 1. Project Area

Five schools, serving children from pre-school through high school, are located within a mile of Maricamp Road in the project area. Marion County is dedicated to increasing the number of children who walk or bike to school by removing the barriers that currently prevent them from doing so. The safety improvements implemented through this project will make these active transportation routes to school safer and more accessible, empowering children to use them.

Response to Selection Criteria

CRITERION #1: SAFETY IMPROVEMENTS

Description of the Safety Problem

Project Area *average annual fatality rate* increased 127% in only two years.

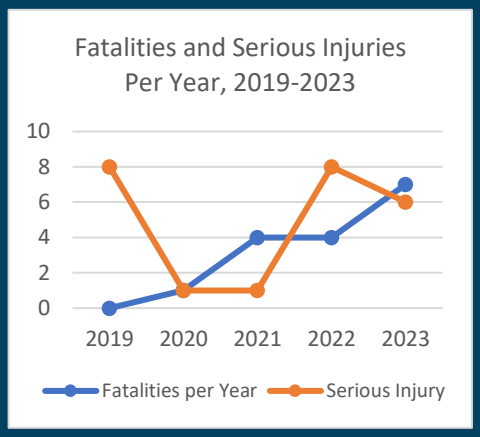


Figure 2. Project Area Fatalities per Year

Between 2017 and 2021, there were seven (7) traffic fatalities (source: FARS) within the project area, equating to a fatality rate of 3.7 fatal crashes per 100,000 population in the project area. Comparatively, between 2019 and 2023, there were sixteen (16) fatalities (source: *Signal4 Analytics*) in the project area, equating to a fatality rate of 8.4 per 100,000 population, a 127% increase. Further, fatalities have been increasing in the most recent five-year period, from zero (0) in 2019 to seven (7) in 2023, a concerning trend. There were 18 serious injuries between 2017 and 2021, according to *Signal4 Analytics* data, and between 2019 and 2023, there were 29 serious injuries, representing a 61% increase.

Based on *Signal4 Analytics* 2019-2023 crash data, the project area experienced 1,011 crashes. The most frequent crash types were Rear End (47.8%) and Angle (26.1%). Sixty-eight percent (68%) of crashes occurred during daylight conditions, 16% in unlighted dark conditions, and 9% in lighted dark conditions. Sixty-eight percent (68%) of crashes occurred under clear conditions, while 24% occurred under cloudy conditions. As recorded in the police reports included in the *Signal4 Analytics* database, of the 1,011 crashes, intersection-related crashes account for 59%, aging drivers account for 19%, teenage drivers account for 17%, lane departure-related crashes account for 15%, and distracted driving accounts for 10%. Although pedestrians are only involved in approximately 2% of crashes, they account for 31% of all fatalities. Similarly, although bicyclists are involved in 1% of all crashes, they account for 3% of all fatalities. Figure 3 demonstrates the high level of bicycle and pedestrian crashes in the project area. One dense concentration of bicycle and pedestrian crashes can be seen at the intersection of Maricamp Road and Emerald Road, just over a quarter mile past the school zone for Lake Weir High School. Improvements to this roadway section will increase the safety of children walking and biking to school and teenagers who drive to

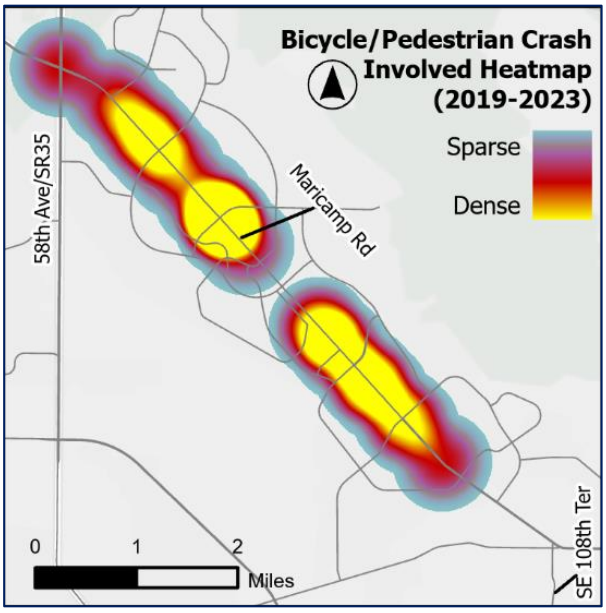


Figure 3. Bicycle/Pedestrian Crash Involved Heatmap

school. Figure 4, a heatmap of all fatal and serious injury crashes between 2019 and 2023, demonstrates the intensity of the safety problem
Maricamp Road is an existing segment of the High Injury Network, as identified in the CZAP in 2022. The County has continued to monitor this roadway and newly released crash data annually and identified a critically concerning upward trend in fatalities necessitating this project. The existing Typical Section (Figure 5) of Maricamp Road contributes to the crash frequency and severity occurring on this roadway, for which reason improvements are necessary to reduce or eliminate crashes in the project area. Aside from a partial sidewalk network provided between Midway Road and Bahia Road, there are minimal existing pedestrian or bicyclist accommodations, resulting in the disproportionate amount of pedestrian and bicyclist fatalities exhibited in the project area. The roadway also features a two-way center left-turn lane, which can be a contributing factor to the substantial number of angle and left-turn crashes since access is effectively unlimited to minor streets and driveways along the corridor.

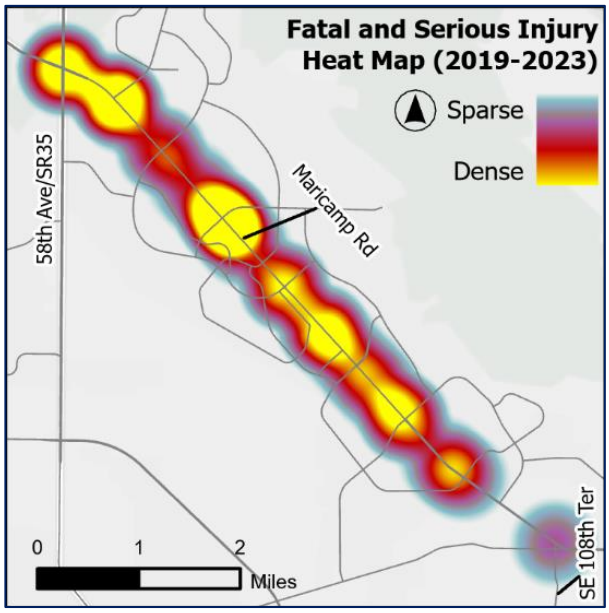


Figure 4. Fatal and Serious Injury Heat Map

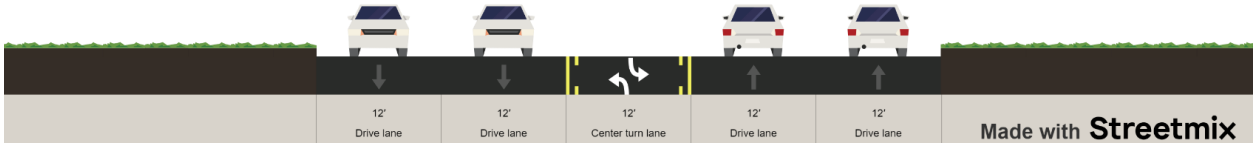


Figure 5. Maricamp Road — Existing Conditions — Typical Section

Table 1. Safety Problems

Problem	% of all Fatalities	% of all Incapacitating Injuries
Pedestrian Involved Crashes	31.3%	10.3%
Bicyclist Involved Crashes	-	3.4%
Left Turn / Angle Crashes	18.8%	51.7%
Off Road Crashes	25.0%	10.3%
Head-On Crashes	18.8%	-
Rear End Crashes	-	10.3%
Lane Departure Crashes	50.0%	20.7%
Intersection Related Crashes	50.0%	72.4%
Light Condition: Dark – Not Lighted	62.5%	13.8%

Source: *Signal4 Analytics*, 2019-2023 Crash Data

On-site inspection of Maricamp Road was performed, and visible safety issues were identified, shown in Figure 6 on the following page.

Figure 6. Maricamp Road — Existing Conditions Site Photos


Shoulder Condition


Existing Signal Pole


Substandard Guardrail


Discontinuous Sidewalk


No Lighting at Intersection

Safety Impact Assessment

Alignment with Identified Safety Problems

This project will fully redevelop the identified roadway segment to improve safety and multimodal connectivity while reducing conflict points. A raised median along the majority of the study corridor will limit opportunities for access to minor streets, thereby reducing the conflict points and conveying left turns to more controlled locations.

Table 2. Safety Problems Aligned to Solutions — Summary

Safety Problem	Project Solution	Efficacy
Pedestrian Involved Crashes (PIC)	▪ New 5-foot sidewalk ▪ New 12-foot multi-use path ▪ Pedestrian Lead Intervals ▪ New mid-block pedestrian crossings ▪ New channelizing islands for driveways ▪ Raised, landscaped median	▪ Sidewalks reduces PIC 65-89% ▪ Raised median reduces crashes 70.8%. ▪ Shared path reduces crashes 25%. ▪ Ped. Hybrid Beacons reduce PIC 55% and injury/fatality crashes 15%. ▪ High-visibility crosswalks reduce injury/fatality crashes 40%, while advanced signage for crosswalks reduces PIC 25%. ▪ Improved intersection lighting reduces PIC 42%.

Safety Problem	Project Solution	Efficacy
	▪ Bus Stop Relocations ▪ Improve lighting at intersections	▪ Leading pedestrian interval reduces PIC 13%. ▪ 56% with Pedestrian Refuge Island.
Bicyclist Involved Crashes	▪ New 12-foot multi-use path ▪ Upgraded shoulder width and slope ▪ Bicycle detection technologies	▪ Shared Paths reduces crashes 25%. ▪ Presence of a median reduces crashes 3.1%.
Left Turn/ Angle Crashes	▪ Access Management ▪ Restricted Crossing U-Turns (RCUTs) ▪ Raised, landscaped median	▪ Dedicated left-turn lanes reduce crashes up to 48%. ▪ RCUTs reduce fatal and injury crashes 22% to 63%. ▪ Raised median reduces crashes 70.8%. ▪ Landscaping increases driver alertness.
Off Road Crashes	▪ Vibratory/Audible treatment for edge	▪ Shoulder or Edgeline rumble strips reduce crashes 33%, 47% where the shoulder width is less than 5'.
Head-On Crashes	▪ Raised, landscaped median	▪ Raised median reduces crashes 70.8%.
Rear End Crashes	▪ Reflective Backplates to signal heads ▪ Access Management ▪ Landscaping for Traffic Calming	▪ Dedicated left-turn lanes reduce crashes up to 48%. ▪ Dedicated right-turn lanes reduce crashes up to 26%. ▪ Retroreflective Backplates reduce crashes 15%. ▪ Traffic Calming reduces crashes 33%. ▪ Landscaping increases driver alertness.
Lane Departure Crashes	▪ Vibratory/Audible treatment for edge	▪ Shoulder rumble strips reduce crashes 33%, 47% where the shoulder width is less than 5'. ▪ Landscaping increases driver alertness.
Intersection Related Crashes	▪ Retroreflective Backplates ▪ Signal Timing Adjustments ▪ Signal Phasing Adjustments ▪ Lead Pedestrian Interval ▪ Dynamic all red extension (DARE)	▪ Retroreflective Backplates reduce crashes 15%. ▪ Adaptive Traffic Signal Control reduces crashes up to 78%. ▪ PIC are reduced 13% with a leading pedestrian interval. ▪ DARE reduces crashes up to 32%.
Dark – Not Lighted Crashes	▪ Improve lighting at intersections	▪ Nighttime crashes at rural and urban intersections are reduced 33-38% by improving corridor lighting, especially at intersections and pedestrian crossings

On High-Injury Network

Maricamp Road, the focus of the project, is on the High Injury Network identified in the CZAP and has been prioritized by the Ocala-Marion TPO due to the significant increase in fatal and serious injury crashes observed in the past two years.

Significant Reduction In Or Elimination Of Roadway Fatalities And Serious Injuries

As demonstrated in Table 2, all of the improvements proposed by the County for Maricamp Road lead to a significant reduction in roadway fatalities and serious injuries.

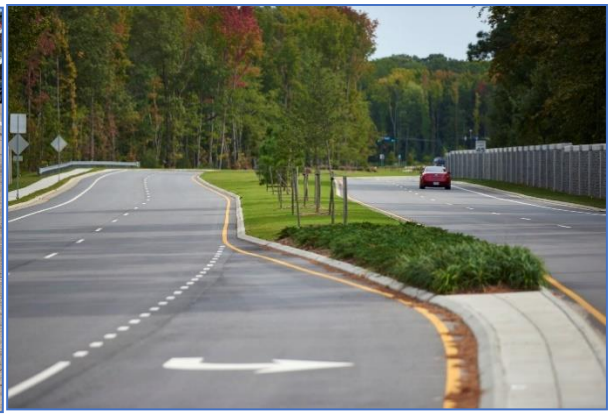
Low-Cost, High-Impact Strategies And Projects Over A Wide Geographical Area

This project will not implement projects and strategies across a wide geographical area. Instead, it focuses on a 9-mile segment of roadway in a rural community that is experiencing above-average and increasing fatalities and serious injuries, especially for pedestrians and bicyclists. Low-cost, high-impact strategies will also be implemented in the project, including: retroreflective backplates added to signal heads, installation of flashing yellow indications at signalized intersection left-turn movements, leading

pedestrian intervals at signalized intersections, implementation of wrong-way signing and pavement marking at unsignalized intersections, additional signage for yielding to pedestrians at signalized intersections, improved pavement markings for bicycle and pedestrian visibility, and install dynamic all-red extensions (DARE) at signalized intersections to reduce rear end and redlight crashes.

Evidence-Based, Proven Safety Countermeasures

As demonstrated in Table 2, many of the improvements proposed by the County for Maricamp Road are evidence-based, Proven Safety Countermeasures, including crosswalk visibility enhancements, leading pedestrian intervals, pedestrian hybrid beacons, medians, pedestrian refuge islands, sidewalks, Restricted Crossing U-Turns (RCUTs), dedicated left- and right-turn lanes at intersections, corridor lighting, and reflective backplates on signal heads.

Project and Strategy Effectiveness

For improvements not already identified as Proven Safety Countermeasures, associated Crash Modification Factors (CMFs) were identified to ensure the efficacy of project components such as edgeline rumble strips, raised medians, adding bicycle lanes at intersections (including colored lanes), and traffic calming.



Project Benefits will Persist over Time

This project will deploy permanent, resilient solutions, including the provision of a raised median to reduce angle and lane-departure crashes as well as the addition of pedestrian and bicyclist facilities that provide a safer means of travel for vulnerable road users.

CRITERION #2: EQUITY, ENGAGEMENT, AND COLLABORATION

Equitable Investment in Underserved Communities

County-wide 43% of citizens live in underserved communities, as identified by the Equitable Transportation Community (ETC) Explorer. Within the project area, 43% of citizens are disadvantaged. According to the Climate & Economic Justice Screening Tool, all project census tracts are disadvantaged. Improvements to this roadway, therefore, will benefit underserved communities and support the federal initiative for equitable investment in the same. Additionally, the project area is *rural*, ensuring equitable investment is being made in both urbanized and rural areas, of which Marion County has its fair share of both.

Consideration of Key Population Groups, Equity, and Stakeholder Engagement

The population of the project area census tracts is primarily White. Census tracts 11.03 and 12.04 have a higher proportion of Black individuals as well as individuals of two or more races. All of the census tracts have a similar proportion of disabled individuals as that of the County-wide percentage, and all members of these census tracts are considered part of the rural community. As part of the project planning and development process, the County will explore the project area demographics in-depth and identify opportunities to engage the key population groups to ensure project impacts to these groups are fully understood and addressed. As part of this analysis, the County will review qualitative and quantitative data related to equity within the project area as well as identify stakeholders to engage throughout the project development and implementation process continuously.

Meaningful Public Engagement

To ensure the County meaningfully engages the public throughout all phases of the project, the County will consider a wide variety of aspects in selecting engagement formats and locations, such as:

- Is the public meeting location accessible to the disabled community as well as to those using public transportation?
- Does the audience require any accommodations?
- Do members of the public primarily use a language other than English, and if so, can an interpreter be provided?
- Does the intended audience have reliable access to internet, transportation, and other critical services necessary to participate?
- What time of day is best for the intended audience to participate in an event?

Additionally, the County will offer an optional sign-in sheet or questionnaire at public engagement activities to collect anonymous demographic data and assess the extent to which they reach the intended audience through the engagement efforts.

Leverage Partnerships within the Jurisdiction

Marion County is a partner of the local Community Traffic Safety Team (CTST). The CTST integrates the efforts of the 4 "E" disciplines that work in highway safety (Engineering, Enforcement, Education/Public Information, and Emergency Services). The local CTST meets regularly to discuss ways to improve safety in the local community. A Safety Summit was held in November 2023. Marion County has partnered through the Ocala Marion County Transportation Planning Organization (TPO) and Bike/Walk Central Florida, an organization dedicated to educating and advocating to make communities more walkable, bikeable, and rollable. Bike/Walk Central Florida has

partnered with Marion County and the other municipalities in Marion County to identify 10 locations where evaluations and demonstrations have taken place regarding driver compliance with pedestrian crossings (see Figure 7). Additional locations will be incorporated into the program over time; this partnership can aid in driver awareness and enforcement of measures implemented within the Maricamp corridor.

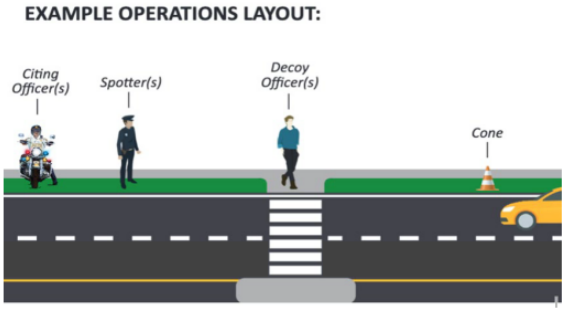


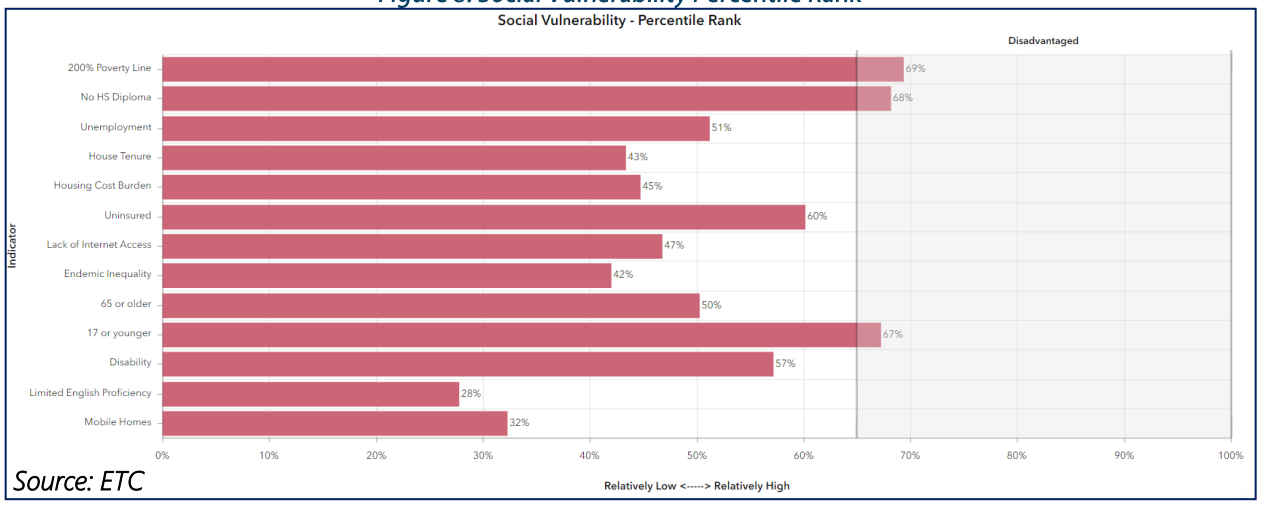
Figure 7. Driver Compliance Assessments Visual Example

Additionally, Marion County will partner with SunTran, the agency that provides transit services to citizens and visitors of Ocala and Marion County. The County will work with SunTran to identify existing bus stop locations in the corridor and assess new sites to which stops may be relocated to improve roadway and user safety in the corridor, as well as bus stop upgrades.

Cumulative Burdens Experienced

According to the ETC, the population within the project area is in the 69th percentile for being at or below the 200% poverty line, the 68th percentile for lack of a high school diploma, and the 67th percentile for the number of residents 17 or younger. All of these rankings contribute to Social Vulnerability in the project area.

Figure 8. Social Vulnerability Percentile Rank



Source: ETC

CRITERION #3: EFFECTIVE PRACTICES AND STRATEGIES

Alignment with Established Policies, Guidelines, Standards, and Practices

The proposed project aligns with local and regional plans. The CZAP's Priority Project list identifies safety and access management improvements to this roadway as the number one project.

Additionally, the Ocala Marion TPO's 2045 Long Range Transportation Plan features SE Maricamp Road in many portions of the plan, identifying necessary projects along the corridor that include filling sidewalk gaps, increasing connectivity, and implementing a multi-use trail (page 123), all of which are in alignment with the efforts of this project.

Consider Impacts of Land Use and the Built Environment to Promote Safety

The project area is located in a rural community, and the roadway's contextual design must be reconsidered to account for high pedestrian and bicyclist activity and increasing use since it connects rural communities to the City of Ocala. As such, the project will implement multimodal improvements that improve the built environment and are contextually appropriate for the land uses along the roadway, specifically implementing traffic calming measures to promote safety through design.

Safe System Approach Elements

The CZAP adopts the Safe System Approach, which features key elements including Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. Table 3 aligns project components to the relevant Safety System Element they further.

Table 3. Project Alignment with the Safe System Approach

Project Type	Safe System Element
Construct Raised, Landscaped Median	Safe Roads, Safe Speeds, Safe Users
Dedicated Turn Lanes	Safe Roads, Safe Speeds, Safe Users
Mid-Block Pedestrian Crossings	Safe Roads, Safe Speeds, Safe Users
Channelizing Islands for Driveways	Safe Roads, Safe Users
Leading Pedestrian Interval	Safe Users
Shared Use Path	Safe Users, Safe Roads
Sidewalks	Safe Users, Safe Roads
Bus Stop Relocation	Safe Users, Safe Roads
Green Pavement Markings at Intersections	Safe Users, Safe Roads
Upgraded Shoulder Width and Slope	Safe Roads, Safe Users
Vibratory/Audible Treatment for Edges	Safe Roads, Safe Users
Reflective Backplates	Safe Roads, Safe Users
Corridor Lighting	Safe Roads, Safe Users
Corridor Landscaping	Safe Roads, Safe Users
Speed Feedback Signs	Safer Speeds, Safer Users
Signal Timing and Phasing Improvements	Safer Roads, Safe Users

The project encompasses at least three (3) of the five (5) elements.

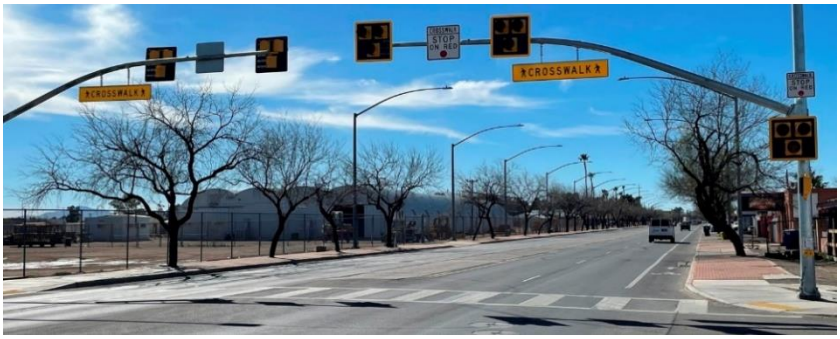
Mix of Project Activity Types

Safety improvements commonly address infrastructure, behavioral, operational, and/or post-crash safety activities. This project focuses on infrastructure and operational improvement activities to enhance safety.

Incorporation of Technologies that Promote Safety or Equity

Marion County will implement the following technologies to promote safety:

- Existing 5-section signal heads will be replaced with 4-section flashing yellow arrow signal heads. The flashing yellow arrow will be omitted during times of the day when it's less safe to make permissive left turns and/or when there is a conflicting pedestrian phase.
- Pedestrian Hybrid Beacons (PHBs) will be installed at mid-block crossings.
- Bicycle detection technologies will be implemented at signalized intersections to allow an extension of the green time that enables bicyclists to enter and clear the intersection safely.
- Leading pedestrian intervals will be implemented at signalized intersections to allow for pedestrians to enter the roadway protected prior to vehicles receiving a green indication.



Improving Safety for All Road Users

Marion County is committed to improving safety for All Road Users with this project and intends to provide accessible facilities and mitigate barriers to individuals with disabilities identified during project planning and engagement.

Alignment with State-identified Safety Priorities

The Florida Department of Transportation (FDOT) supports and encourages a broad range of traffic safety priority areas, including: Community Traffic Safety Outreach as well as Pedestrian and Bicycle Safety. This project will include community outreach to address the identified crash problems, understand community priorities, and develop final designs that implement appropriate techniques to reduce fatalities and serious injuries in the project area. Additionally, one of the primary focuses of this project is to enhance multimodal connectivity, providing safer facilities for bicyclists and pedestrians to mitigate crash involvement for these groups. FDOT additionally considers Aging Road Users and Teen Driver Safety as priority areas, which will be part of discussions during public engagement for this project due to the high incident rate for these groups.

CRITERION #4: OTHER DOT STRATEGIC GOALS

Climate and Sustainability

This project will increase the safety of lower-carbon travel modes such as public transit, micromobility, and active transportation by providing pedestrian and bicycle facilities and relocating bus stops to more appropriate locations for safe pick-up and drop-off. A primary intent of this project is to improve the multimodal system, incorporating more affordable transportation options such as public transit, facilities for active transportation, or micromobility devices. Upgrading this segment of roadway to a multimodal facility will improve access to public transportation via low-cost yet safe means such as active transportation.

Economic Competitiveness

This project will improve mobility and expand connectivity for all road users to critical community services such as education and healthcare, jobs, and business opportunities, especially for people in

underserved and rural communities. This roadway connects Silver Springs Shores and Ocklawaha in southeast Marion County to downtown Ocala and is also near an identified freight activity center (the area near Oak Road). Improving safety and multimodal connectivity on this corridor will provide more reliable access to opportunity and reduce transportation cost burdens in the project area through the provision of low-cost transportation options such as walking and bicycling. Transportation cost burdens can be a challenge for rural communities in accessing opportunities and achieving economic success.

Workforce

When advertising Invitations to Bid, Marion County includes the following language:

> *Minority-Owned, Woman-Owned, and Small Business Enterprises are encouraged to respond to this solicitation. Marion County believes that hiring done through this contract should, to the maximum extent, be offered to citizens within its boundaries that are unemployed or seeking work for the first time. To that extent, the firm awarded business under this contract will be contacted by the Workforce Connection, our regional workforce development board, to discuss hiring through its staff and services. Your participation with Workforce Connection is not required as a condition of award, but rather an opportunity for greater support for the community and your firm in hiring assistance. Local (Marion County) Businesses are encouraged to sign up for the Local Business Directory to be included in more vendor opportunities.*

In this way, Marion County advances local inclusive economic development and entrepreneurship by encouraging minority-owned, woman-owned, and small business enterprises, prioritizing local hiring and encouraging businesses to sign up for the local directory to be included in future vendor opportunities. Further, Marion County projects typically conform with LAP requirements, which ensure that Disadvantaged Business Enterprises have the opportunity to participate and incorporate FHWA Form 1273 which requires contractors on the project to do the following: assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment; make full use of apprenticeship and on-the-job training programs in the area of project performance; and to periodically review the training and promotion potential of employees who are minorities and women and encourage eligible employees to apply.

CRITERION #5: SUPPLEMENTAL PLANNING

While preparing this application, the County submitted the Self-Certification Eligibility Worksheet to the SS4A Program for pre-application eligibility review. After the review, the Program determined the Action Plan is eligible to apply for an Implementation Grant. However, they noted that the Equity Consideration component of the Action Plan was not included and thus should be considered for future supplemental planning efforts.

Marion County is requesting funding for Supplemental Planning that will be used to coordinate with the Ocala Marion TPO in updating the CZAP to include equity considerations. This Supplemental Planning will identify underserved communities through data and other analyses, including population characteristics and initial equity impact assessments of the proposed projects and strategies. The County will utilize the most recent American Community Survey (ACS) data, Justice 40 resources, and other federally published equity data to identify census tracts representing underserved communities within the County. The equity data will be used to assess the distribution of fatal and serious injury crash locations as they relate to the disadvantaged census tracts and identify trends in the crash data

specific to these locations, so project prioritization can be oriented toward an equitable distribution of safety improvements. Equity resources will also be used to identify evidence-based safety strategies relevant to these underserved communities within the broader catalog of policy, process, and project recommendations identified in the Action Plan.

Project Readiness

A milestone schedule of major activities is provided (Table 4). Marion County has the ability to execute and complete the full scope of work within five (5) years of when the grant agreement is executed. Marion County has continuing services engineering consultants under contract to allow for quick authorization of planning and design activities. The improvements will require additional right-of-way and permitting with agencies outside of Marion County. If the County is not awarded a full implementation grant, the County requests consideration for supplemental planning efforts that would include the Safety Action Plan update for Equity Considerations, the Feasibility Study, and Public Engagement.

Table 4. Project Milestones

Project Milestones	Estimated Schedule
SAP Update: Equity Considerations	6 months
Feasibility Study	8 months (overlaps with Safety Action Plan Update)
Public Engagement	In conjunction with Feasibility Study
Final Design / NEPA	12-18 months
State and Local Planning Approvals	In conjunction with Final Design / NEPA
Right-of-Way Acquisition	12 months
Procurement	3 months
Construction	12-18 months

NEPA Status

The National Environmental Policy Act (NEPA) action for this project is anticipated to qualify as a Type 1 Categorical Exclusion (CE), as it will not have significant adverse effects on the human environment and, therefore, will not require an environmental assessment nor an environmental impact statement. NEPA determinations will be made during final design.

State and Local Planning Approvals

The Ocala Marion TPO's 2045 Long Range Transportation Plan features SE Maricamp Road in many portions of the plan, identifying necessary projects along the corridor that include filling sidewalk gaps, increasing connectivity, and implementing a multi-use trail (page 123), all of which are in alignment with the efforts of this project. Additionally, the project is the number one priority for the Safety Action Plan, as of the 2024 update to the project list.

At this time, the project has not been included in the Transportation Improvement Program (TIP) for the Ocala Marion TPO, as the TIP represents projects that have funding allocated to them. The TPO describes the TIP as "the budget for carrying out specific projects designated as priorities in the [LRTP]." This project is already in the LRTP, as described above, and upon notice of award, will be promptly added to the TIP.

Right-of-Way Acquisition Plans

Some of the identified improvements (multi-use trail) may require easements or right-of-way (ROW) acquisition from adjacent properties. The County seeks to partner with Duke Energy to construct a shared-used path through the utility easement on the northwest side of the roadway. The feasibility analysis will further identify the need for easements and/or ROW.

Grant Administration Experience

Marion County has experience planning, designing, and constructing projects that include similar scope, schedule, or budget to that of Maricamp Road Multimodal Safety and Access Management Improvements. The County has a successful track record of completing grant-funded projects, including FDOT LAP projects, FloridaCommerce job growth infrastructure grants, HUD Community Development Block Grants, USDOT Highway Safety Grants, USDOT Highway Planning & Construction Grants, and FDOT Aviation Grants. In the Fiscal Year (FY) ending 9/30/22, Marion County had a total expenditure of federal awards and state financial assistance of $30,395,227. An audit report dated March 14, 2023, and completed by Purvis Gray concluded that the County complied, in all material respects, with the requirements contained in *Government Auditing Standards*. Purvis Gray reported the audit evidence obtained is sufficient and appropriate to provide basis for their opinion on compliance for each major federal program and state project.